

FYI ONLY
OLL 84-0026/4

Office of Legislative Liaison
Routing Slip

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Action Officer:
Remarks:

Name/Date

ROUTING AND TRANSMITTAL SLIP

9 May 1984

TO: (Name, office symbol, room number,
building, Agency/Post)

Initials

Date

1. Ms. Susan Shekmar
Committee on Appropriations
2. Subcommittee on Defense, Staff
United States Senate
3. Washington, D.C. 20510

4.

5.

Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
Coordination	Justify	

REMARKS

Susan:
Susan,

Attached per your request is a brief paper which addresses the changes and our reasons for making these changes in the various elements of the new building construction project. While the totals for 1984 and 1985 have not changed significantly, the phasing has been adjusted to provide for the more orderly completion of the work involved. Let me know if you need anything further.

DO NOT use this form as a RECORD of approvals, concurrences, disposals, clearances, and similar actions

FROM

ol, Agency/Post)

Room No.—Bldg.

4E06 CIA Hqs.

Daniel A. Childs, Jr., CIA Comptroller

5041-102

☆ GPO : 1983 O - 381-529 (301)

OPTIONAL FORM 42 (Rev. 7-77)
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FY 1984/1985 New Building Construction Budget Comparison

The New CIA Headquarters Building construction budget detailed in the Congressional Budgets for 1984 and 1985 is summarized as follows.

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The 1984 Congressional Budget provided for the erection of the Building's shell and partial installation of electrical and mechanical systems, procurement of long lead utility equipment, improvement of access roads, General Services Administration (GSA) fees, and contingency funding. The same budget proposed 1985 funding for the completion of the New Building, modification of the existing powerhouse, construction of a parking deck and reception center, improvement of internal roads, contingency funding, and GSA fees plus establishment of a fine arts reserve. Comparative funding levels for the activities involved are:

	<u>FY 1984</u> <u>Congressional Budget</u> (Thousands)		<u>FY 1985</u> <u>Congressional Budget</u> (Thousands)	
	<u>FY 1984</u>	<u>FY 1985</u>	<u>FY 1984</u>	<u>FY 1985</u>
Construction (site preparation and building construction)	\$58,600	\$ 63,400	\$25,600	\$104,500
Powerhouse Renovation	8,400	17,100	30,000	--
Contingency	5,000	6,900	5,000	6,900
Access Roads	3,000		2,500	500
GSA Fees	500	1,555	500	555
Reserve	--	2,000	--	2,000
Parking Deck	--	18,800	11,900	--
Reception Center	--	700		
Internal Roads	--	5,000		
Total	\$75,500	\$115,455	\$75,500	\$114,455

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The 1985 Congressional Budget figures were adjusted in response to a continuing analysis of logistical support requirements for the current Headquarters, contractor interfacing, and logical assignment of responsibility for the elements of building construction. It was determined that 1984 funding for construction of the New Building should be limited to excavation and foundations and that total funding for renovation of the powerhouse must be provided in 1984 rather than 1985 to guarantee the availability of utilities to both the existing Headquarters and the completed New Building. Parking

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SUBJECT: FY 1984/1985 New Building Construction Budget Comparison (continued)

management and construction sequencing analysis determined that if the parking deck were constructed in 1984 instead of 1985, significant parking and construction related logistical problems could be avoided. ☐

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The costs associated with the construction of the reception center and internal road improvements, which were separately identified in the 1984 Congressional Budget, are included in the 1985 Budget's New Building construction figure. GSA fees for 1985 are reduced by \$1 million because of limited GSA personnel resources. Work associated with these fees will be contracted with a private architectural and engineering firm. External road improvements originally required only 1984 funding; however, scheduling and design considerations will require contracting for \$500,000 in construction for 1985. The \$4.5 million increase in costs for the powerhouse noted in the 1985 Congressional Budget results from upgrading power and air-conditioning systems for improved reliability. And the \$6.9 million decrease in parking deck costs is made possible by redesigning the deck so that no ramps or mechanical ventilating system are required. ☐

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It should be noted that all of the budget adjustments were proposed to facilitate the efficient and cost effective construction of the New Building, and no increases to the original Budget are involved. ☐

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